

REPORT OF THE COMMISSIONER

**ALSTEAD
X-A000(425)
14540M**

**(NH ROUTE 123, RECONSTRUCTION FROM LAKE WARREN DAM WEST 4.3
MILES JUST PAST INTERSECTION WITH NH ROUTE 123A AND ALSTEAD
VILLAGE BRIDGE OVER THE COLD RIVER)**

**DECEMBER 13, 2006 COMMISSION PUBLIC HEARING 7:00 PM
VILAS MIDDLE SCHOOL**

**AS A RESULT OF THE PUBLIC HEARING ON THE ABOVE
REFERENCED PROJECT IN ACCORDANCE WITH RSA 230:14, THE
FOLLOWING LAYOUT IS ESTABLISHED AS SHOWN ON THE PROJECT
HEARING PLANS:**

Reconstruction of flood damaged NH Route 123 on existing location beginning at the crossing of Warren Brook just downstream of Lake Warren dam and continuing approximately 4.3 miles west to just past NH Route 123A and Alstead Village bridge over the Cold River, reconstructing the road to an 11-4 typical, which is 6 feet wider than the pre-existing condition. Some minor alignment and profile adjustments will occur to minimize impacts to properties. NH Route 123A that also sustained damage will be reconstructed beginning at the Vilas Pool dam and continuing approximately 1,200 feet south to the intersection with NH Route 123.

The project includes replacement of the structure carrying NH Route 123 over Warren Brook (currently a 6-foot culvert) just below the Mill Pond dam; the structure carrying NH Route 123 over Warren Brook (Bridge Number 110/129) (bridge replacement completed in Summer of 2006); the structure carrying NH Route 123 over Warren Brook (Bridge Number 107/130) just north of the Town of Alstead Maintenance Facility and just south of the Fuller farm; the structure carrying NH Route 123 over Mad Brook (Bridge Number 097/142) just north of the intersection of Cobb Hill Road and NH Route 123; and the structure carrying NH Route 123 over Warren Brook (Bridge Number 087/155) just south of the NH Route 12A south intersection. The project also includes rehabilitation of the structure carrying NH Route 123A over Warren Brook (Bridge Number 073/163) just north of the intersection of NH Route 123A and NH Route 123 and the structure carrying NH Route 123 and NH Route 12A over Cold River (Bridge Number 060/159) just west of the Millot Green in the village of Alstead.

The following decisions are the Department's resolution of issues as a result of the testimony presented at the December 13, 2006 Public Hearing and written testimony received during the comment period.

1. **Mr. Thomas J. Hancock** (parcel 8) expressed concern that the hydraulic capacity at Mill Pond dam is deficient and requested the project construct a bypass culvert to ensure that any future storm events stay within the Warren Brook channel and do not overflow the channel to flow down NH 123.

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Response: The proposed improvements will construct a bypass structure that will increase the hydraulic capacity of the current 6.5 x 8 foot box culvert carrying Warren Brook under NH 123 and the Mill Pond dam. The current box culvert and dam configuration has a hydraulic capacity of less than the design year (50-year) storm. This bypass structure will provide the needed additional capacity for the design year storm discharge below the Mill Pond dam, reducing the possibility of overflow down NH 123.

2. **Mr. Thomas J. Hancock** (parcel 8) requested that NH 123 be lowered directly in front of his property, similar to pre-flood conditions, in order to prevent road runoff from flowing across his front lawn.

Response: The proposed reconstruction will lower the profile of NH 123 as requested. Appropriate drainage facilities to minimize roadway runoff will also be incorporated.

3. **Mr. Ralph Miller** (parcel 5) expressed concern for impacts to his historic barn, known as “Tinker barn”, just west of Mill Pond dam.

Response: The proposed roadway improvements in front of Mr. Miller’s parcel will be narrowed to not include the 4-foot shoulders thereby eliminating impacts to the barn and other resources within the Mill Hollow Historic District. The parcel and its associated historic structures will not be negatively impacted as a result of this project.

4. **Mr. and Mrs. John and Hazell Fuller** (parcel 28) requested that the existing stone wall, which was damaged during the flood, be reconstructed and replaced as part of the project to permanently define their property boundary and to restore the visual value of an old New England farm on this well traveled road.

Response: The Department recognizes the desire to reconstruct the stone wall along the proposed property line. The stone wall will be further impacted with the proposed improvements. The relocation of the stone wall will be addressed as an element of right-of-way negotiations.

5. **Mr. Don Crump** (parcel 68) expressed concern that drainage water from a culvert under NH 12A discharges onto his property resulting in standing water on a portion of his property. Mr. Crump suggested the drainage from NH 12A be conveyed along the south side of the roadway rather than discharged onto his property, or that the Department supply him with 50 feet of 24” PVC pipe so that he may correct the problem himself by diverting the water within his property.

Response: The Department has reviewed the drainage concerns associated with the NH 12A culvert that handles runoff coming from the roadway drainage ditch and a hillside intermittent stream. The culvert is approximately 400 feet beyond the limits of the currently proposed NH 12A reconstruction. The Department evaluated the suggestion of creating a ditch along the south side of NH 12A, but determined that constructing a ditch with the required flow capacity would cause major impacts to the hillside and private property. The Department will continue to coordinate with Mr. Crump during the development of contract plans and the right-of-way process to determine the best solution to the existing drainage concerns either directly through the project or in conjunction with District 4 Maintenance Forces.

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6. **Mr. Matthew Saxton, Selectman of Alstead**, expressed a desire to not leave any broken gray rock (rip-rap) exposed along the entire project limits.

Response: The Department recognizes the desire by the Town of Alstead to conceal riprap slopes for aesthetic reasons and will intermix slopes with humus above the 50-year flood elevation. The Department will use 2:1 slopes that do not require stone riprap protection (as appropriate versus 1½:1 slopes that require stone rip-rap protection for stability) where the greater impacts of the flatter slopes can be tolerated. Typically, stone lined slopes do re-vegetate over time concealing the stone and providing a more natural appearance.

7. **Mr. Torrey Green** (parcel 201) expressed concern regarding the encroachment of vehicles over the granite curbing and onto his property, as they turn right along NH 123 westbound (and also NH 12A northbound) in Alstead Village. This encroachment over the granite curb causes damage to Mr. Green's grass and is a safety concern.

Response: Mr. Green's property is beyond the project limits of these proposed emergency flood repairs to the Alstead Village bridge and therefore the requested repairs are not part of the proposed project. The Department District 4 office will investigate the existing operational issue of vehicles driving up and over the slope granite curb in front of Mr. Green's property and work with Mr. Green to determine a solution to the issue.

8. **Mr. Bruce Bellows, President of the Alstead Historical Society**, expressed a desire to save a portion of the building on parcel 205, known as the Lufkin Plow Shop, to house a flood museum to be established by the Alstead Historical Society. He indicated the building could be moved back on the same parcel to allow for the construction of the new bridge wingwalls.

Response: The Department purchased parcel 205 under House Bill 1767. The Committee formed by HB 1767 would need to agree with the relocation of this portion of the building within the parcel purchased and its future function. It had been planned to demolish the building as part of the overall acquisition under HB 1767. The disposition of the property and structure will be discussed further and coordinated with the Alstead Historic Society and the HB 1767 Committee to determine whether the suggested re-use meets the requirements under HB 1767 and whether funding is available for the relocation of the building.

DATE: _____

s/s on file
David J. Brillhart, PE
Assistant Commissioner
New Hampshire Department
of Transportation